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1. Approximately a year ago the Chinese took up the construction of the new harbor at Tangku where the Japanese had left off. At present there are said to be 8,000 workmen employed, skilled and unskilled, and 800 engineers. Most of the work, especially the concrete-pouring and earth-moving, is proceeding on a two and three shift a day basis.

2. If the progress charts in the Executive offices are accurate, the work is about two-thirds completed. At the present rate of progress, ships of 3,000 tons will be able to tie up at the wharfs next spring, and ships of 30,000 tons can berth within three years. This new harbor is part of an overall plan to exploit the coal resources of Tatung (113-22, 40-03), which are considered the best in North China. Output runs into the billions of tons and is sufficient for the needs of all the rest of China, the South Seas, and Japan, as well as all coaling vessels. Construction of a direct railroad line from Peiping to Tatung through Mentoukou is being considered in order to avoid moving the coal via the indirect Ping-Sui line and through the sharp grade of the Nankou Pass. Construction of this railway line and the deepwater section of the Tangku breakwater will depend upon American loans and assistance.

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Note: This is the largest engineering project going on in China at the present time and it indicates that the Government does not expect the loss of North China.)

3. The fine natural harbor at Tsingtao is not considered as important as the new harbor at Tangku. In the first place, even though the Tsin-pu and Chiao-chi railways are restored, Tsingtao cannot effectively tap the great coal resources of Tatung. In addition to this, Tientsin (and Tangku Harbor) tap the considerable export resources of the enormous hinterland of Chahar, Suiyuan, Shansi, Kansu, Ninghsia and Sinkiang, and provide a port of entry for goods into that area.

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